

Local Option Sales & Use Tax for Transit

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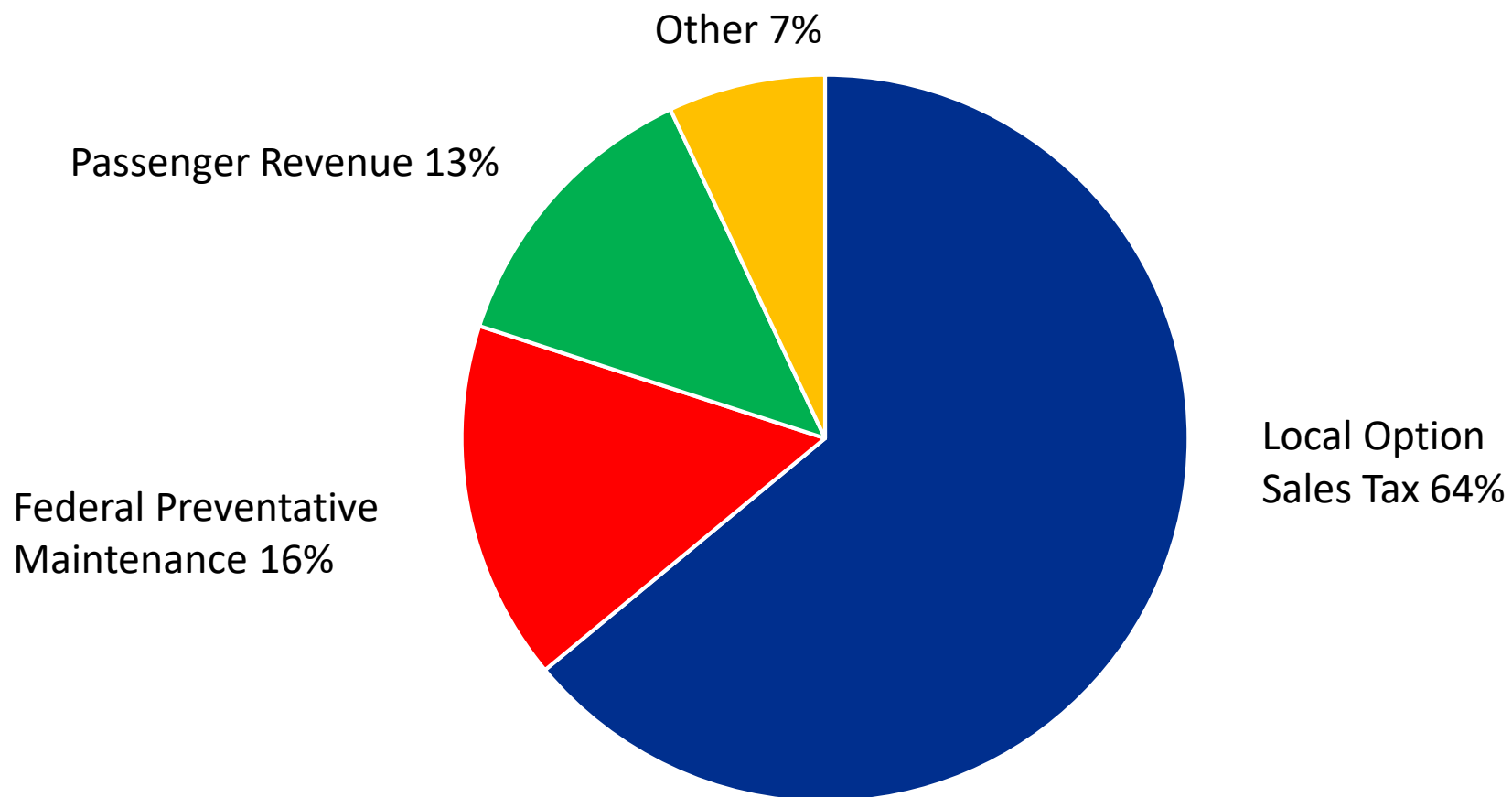


Outline

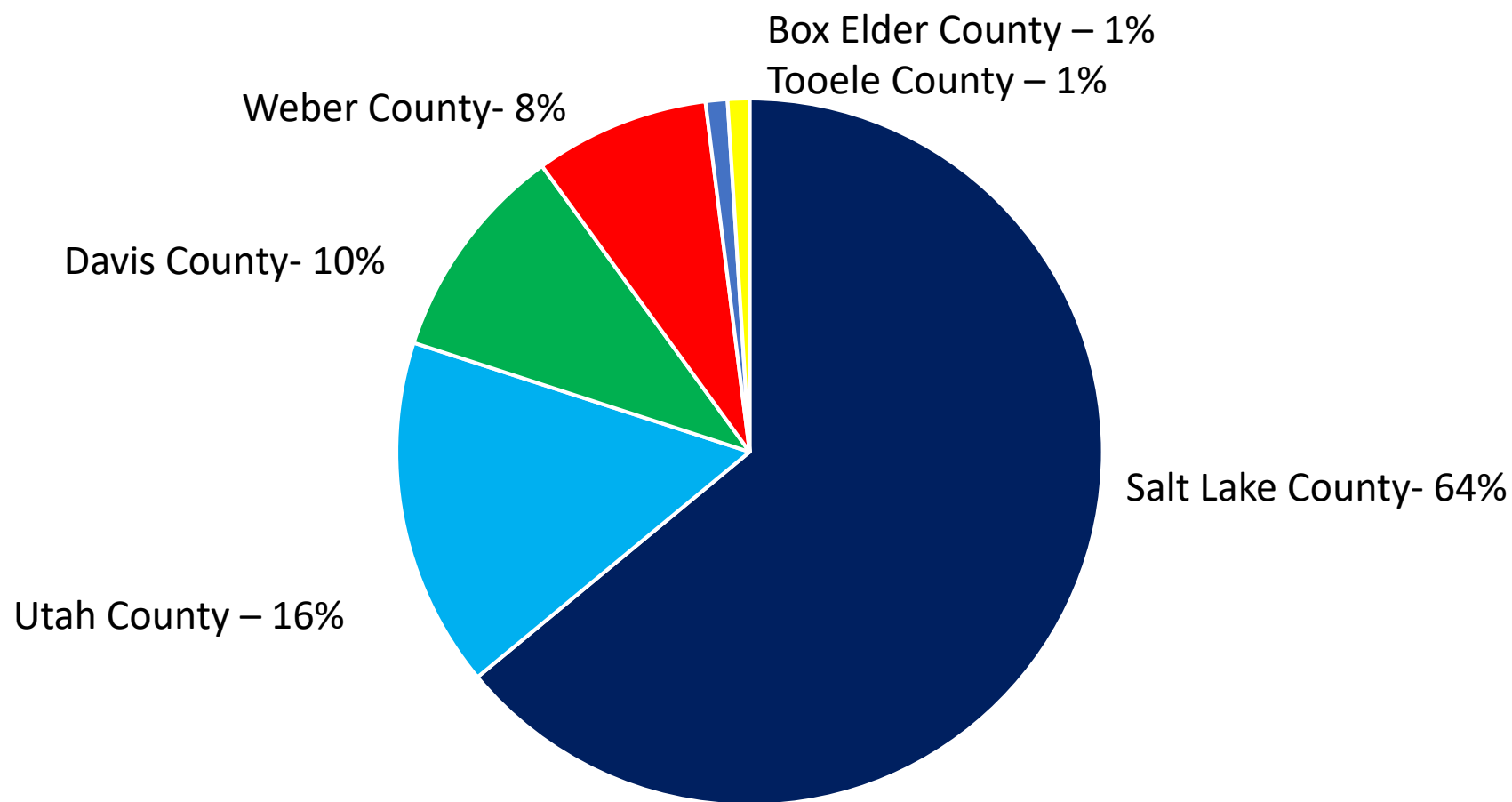
- Resources (Funding)
- Local Option Sales and Use Tax by County
- Local Option Sales Tax: Outcomes
- UTA Stewardship of Public Funds
- Proposition One: The Latest Round of Local Option Investments
- Sales Tax Exemptions
- Summary



UTA Resources (Funding)

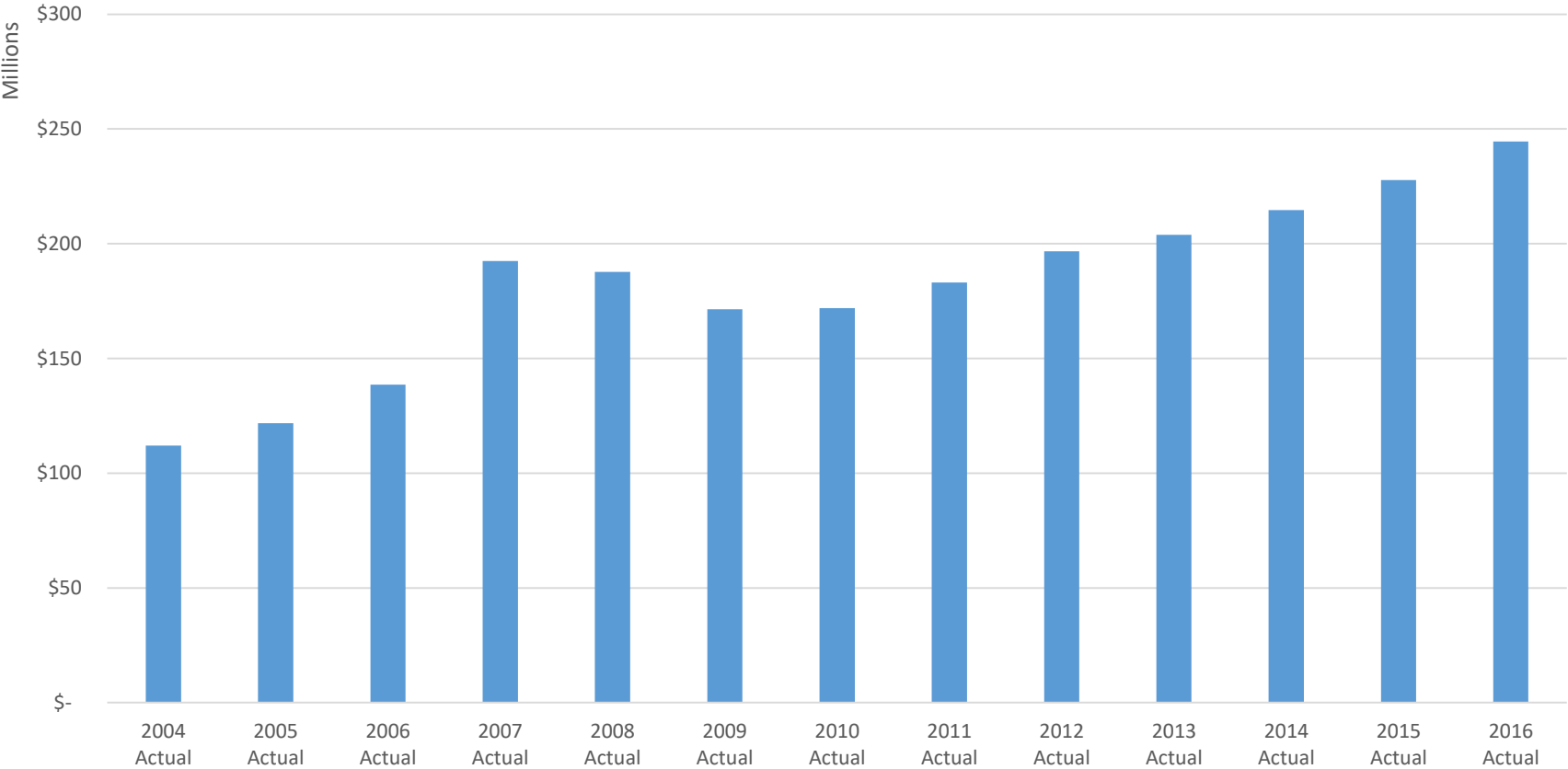


UTA Receipts of Local Option Sales Tax By County



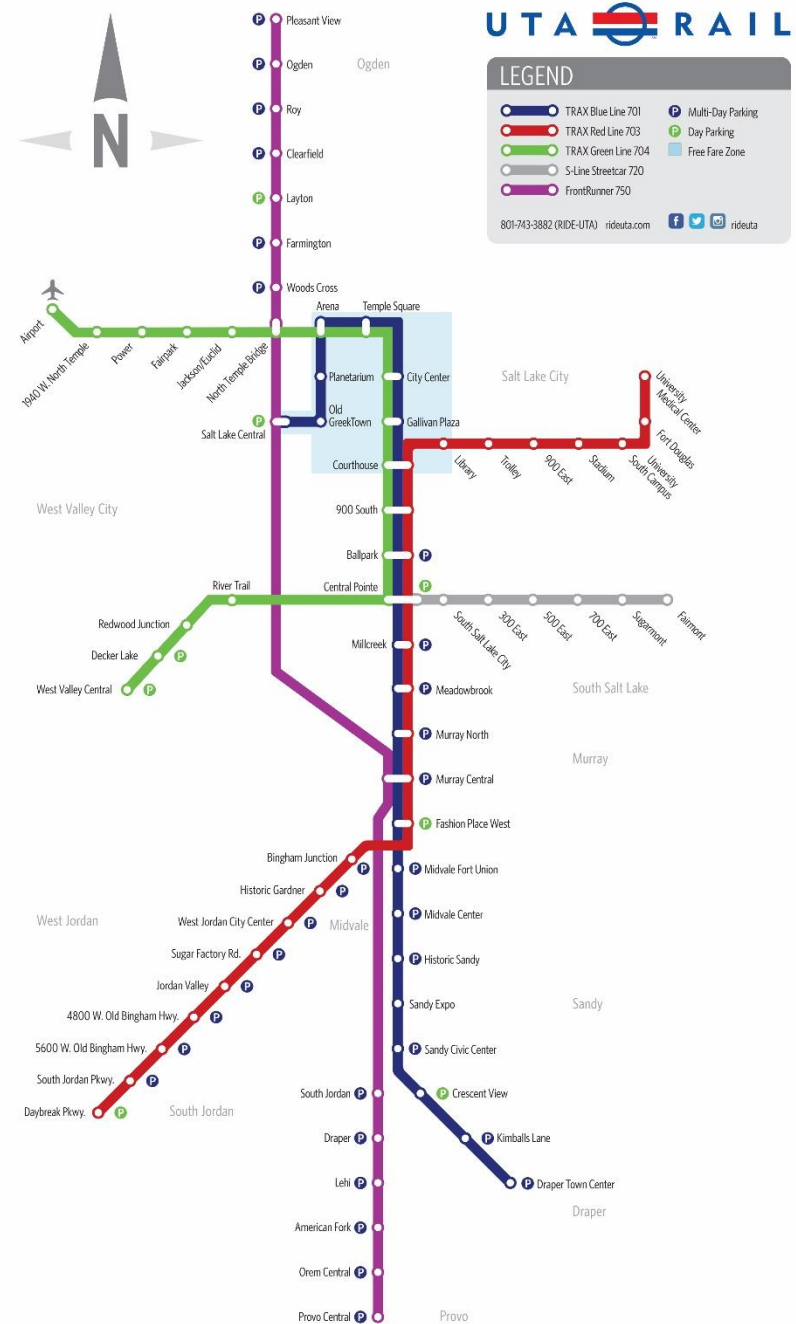
Historical Sales Tax Revenue by County

Sales Tax Revenue by Year

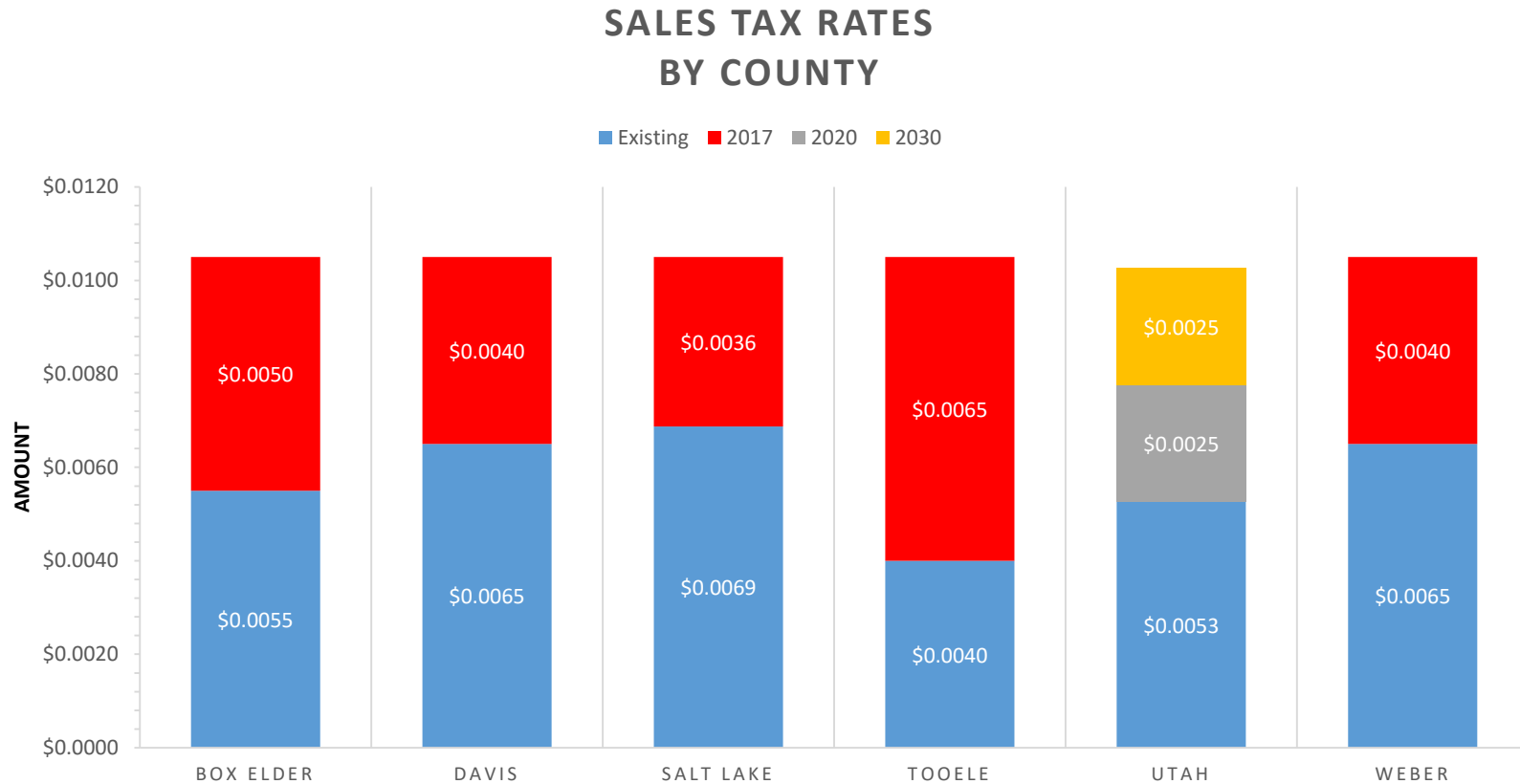


Local Option Sales Tax for Transit: Making a Difference

- 90 miles of FrontRunner
- 81 commuter rail vehicles
- 45 miles of TRAX
- 146 light-rail vehicles
- 600 buses (100 paratransit)
- 100 + bus routes
- 400 vanpools
- 7 counties served



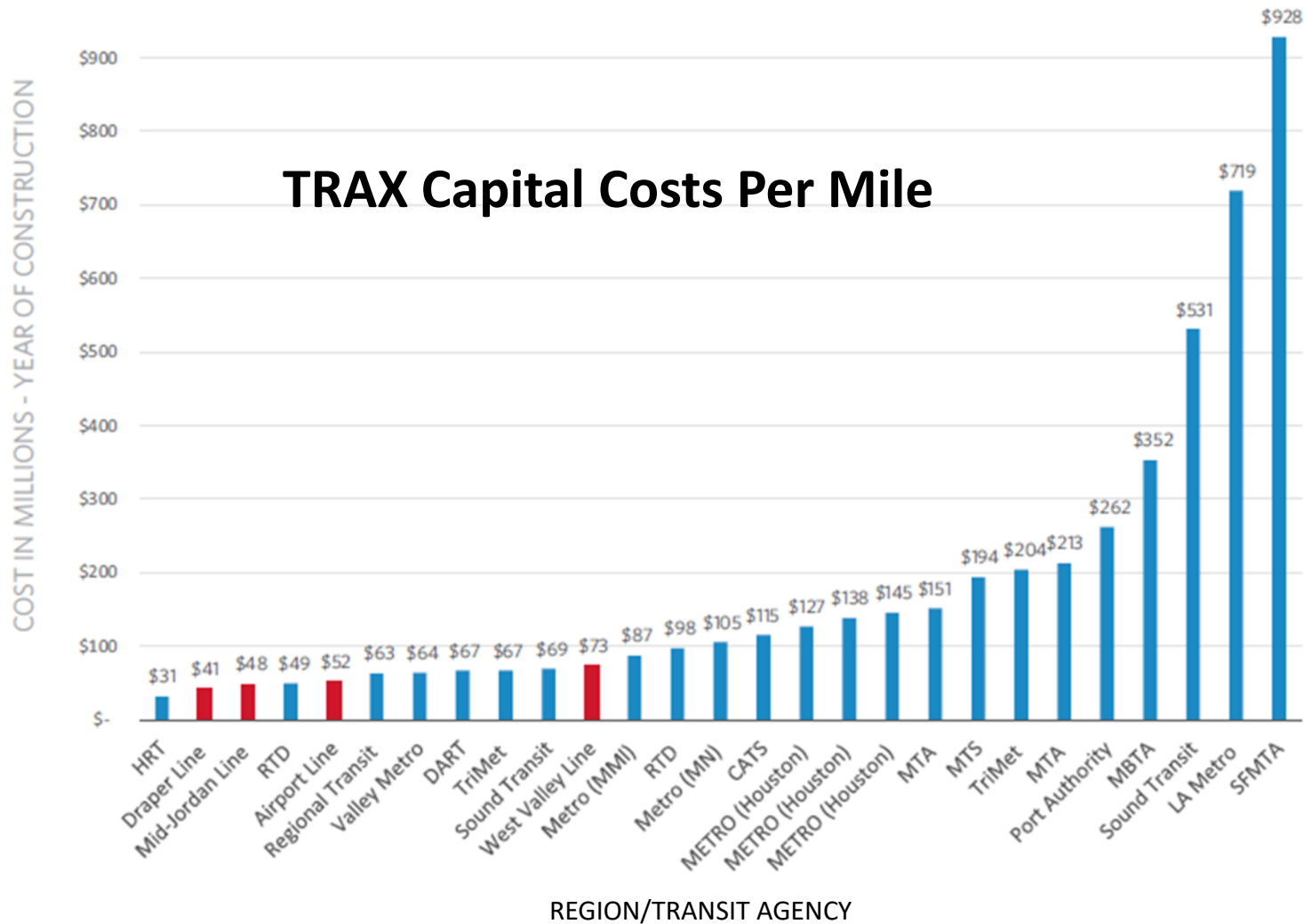
Existing and Planned Sales Taxes for Transit



2017, 2020 and 2030 assumptions from the Regional Transportation Plans
Sources: Wasatch Front Regional Council Regional Transportation Plan 2015
Mountainland Association of Governments Regional Transportation Plan 2015



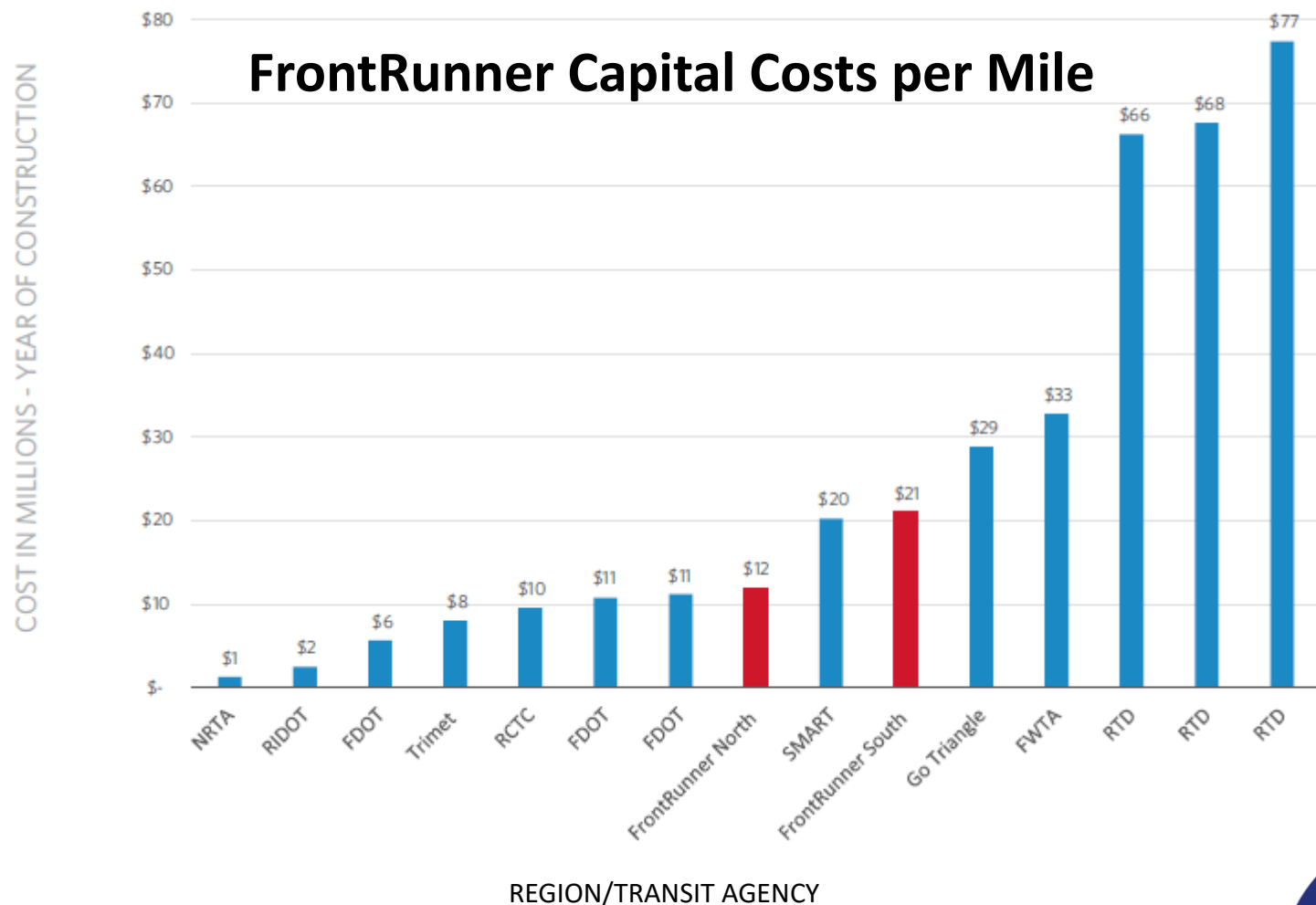
UTA: A Good Steward of Public Funds



Source: Federal Transit Administration (FTA) Capital Investment Program Project Summaries (2007-2015)



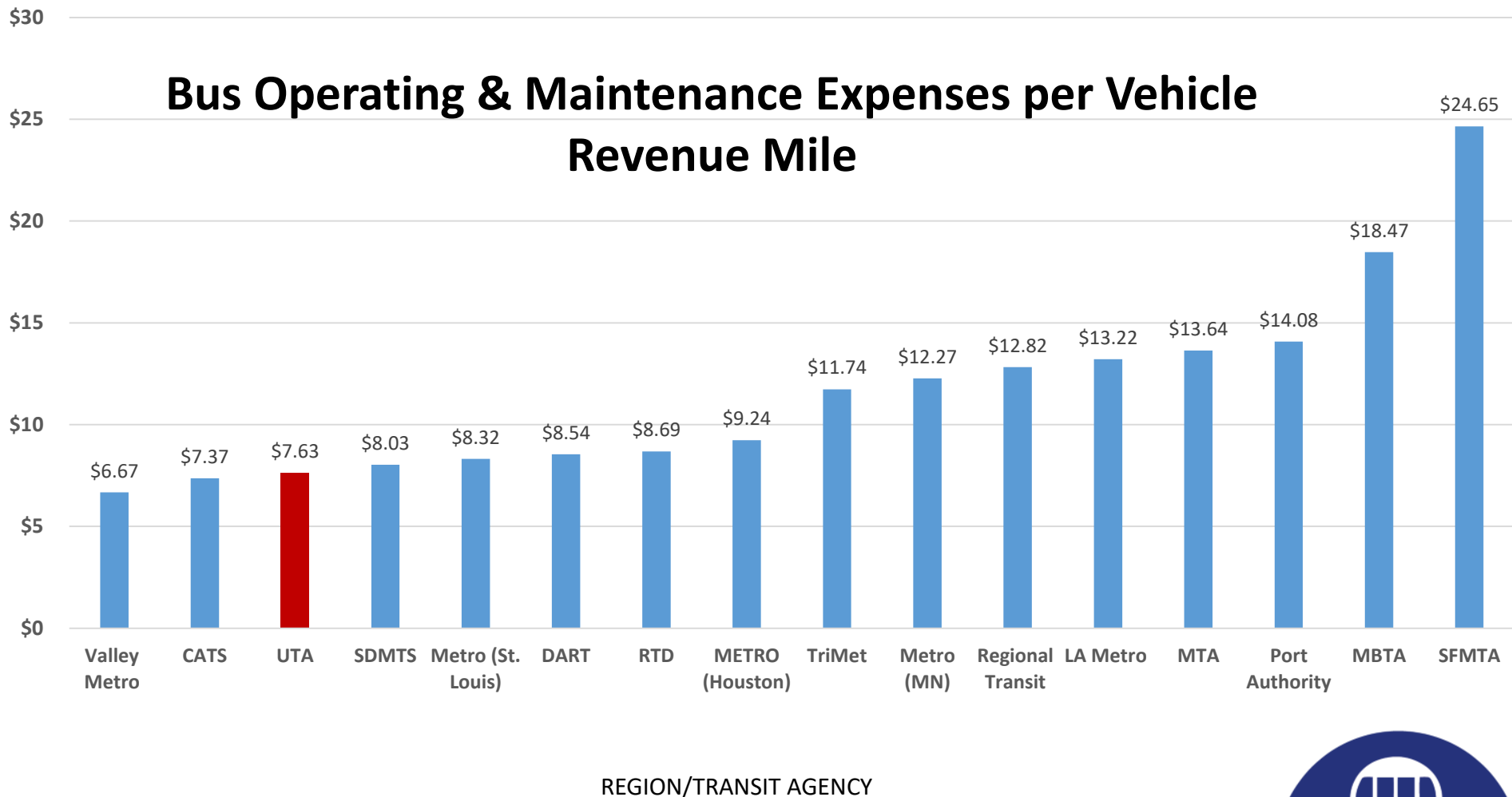
UTA: A Good Steward of Public Funds



Source: Federal Transit Administration (FTA) Capital Investment Program Summaries (2007-2015)



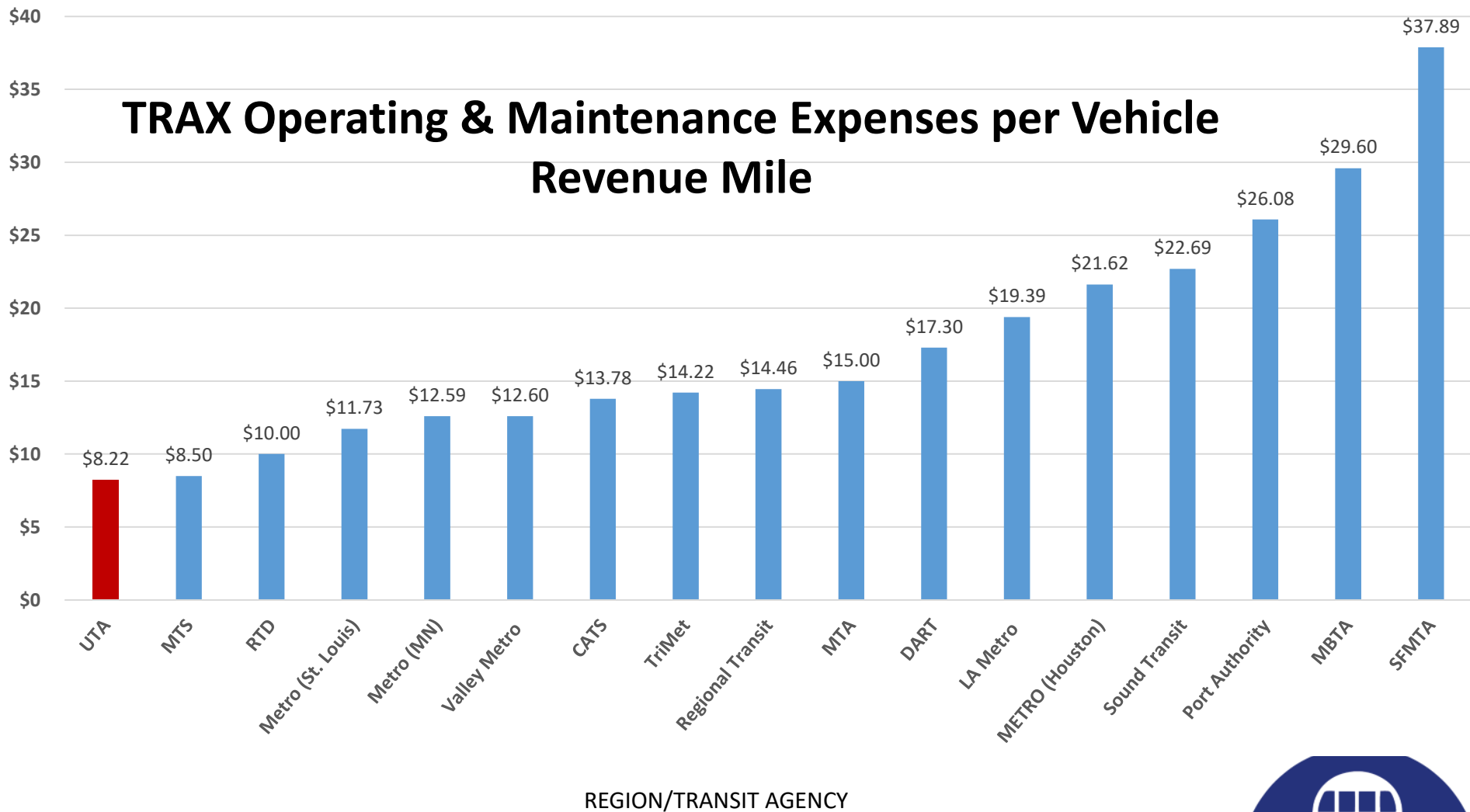
UTA: A Good Steward of Public Funds



Source: National Transit Database (NTD) 2015 Full Reporter Summary and Complete Profile Set



UTA: A Good Steward of Public Funds



Source: National Transit Database (NTD) 2015 Full Reporter Summary and Complete Profile Set



The Latest Local Option Transit Investments.

Proposition One

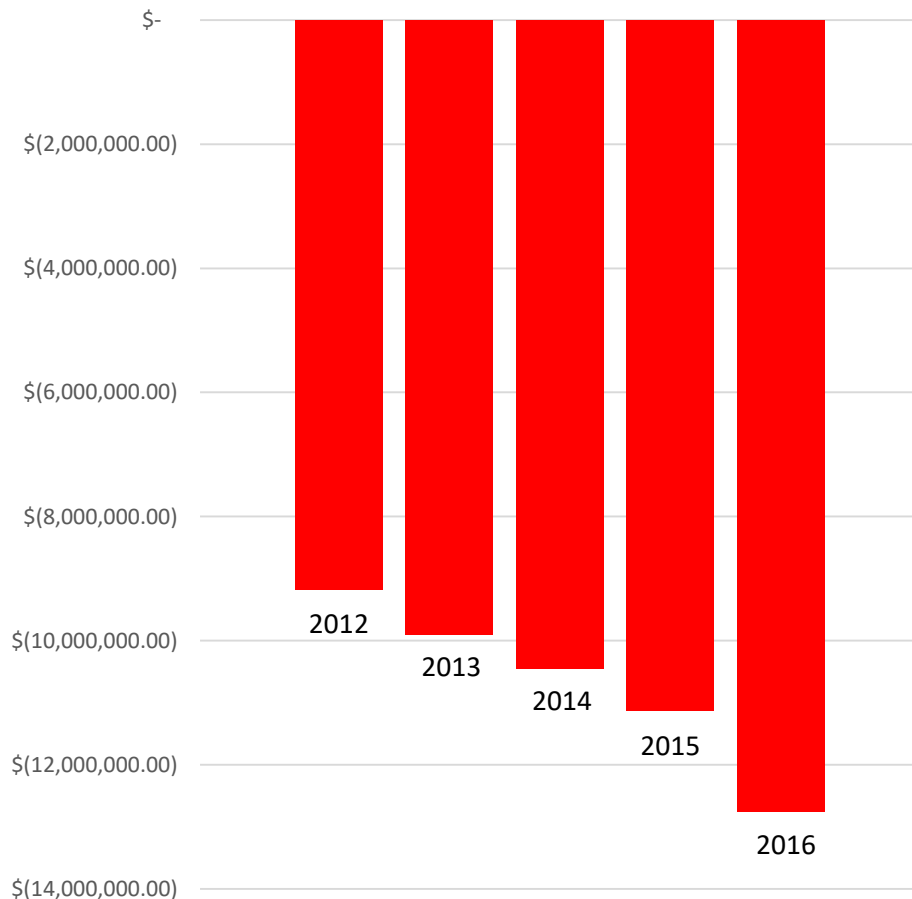
Davis/Weber/Tooele Counties 2016/2017 Prop 1 Service Improvements

- **22% increase in annual bus service**
 - 2 new bus routes
 - 6 routes with longer operating hours on weekdays
 - 5 routes with added peak-hour service
- **36% increase in annual weekend bus service**
 - 4 routes with new Saturday service
 - 1 route with improved Saturday frequency
 - 3 route with improved Sunday frequency
- **New mobility management program**
 - Volunteer Driver Program
- **Improved shelters & first/last mile solutions**
 - 115+ improved bus stops
 - 4 bike lane projects completed / 2.5 additional miles in design
 - 104+ bike amenity improvements
 - 1,200+ feet of new sidewalk
 - Designing 7 multiuse trails to improve connectivity



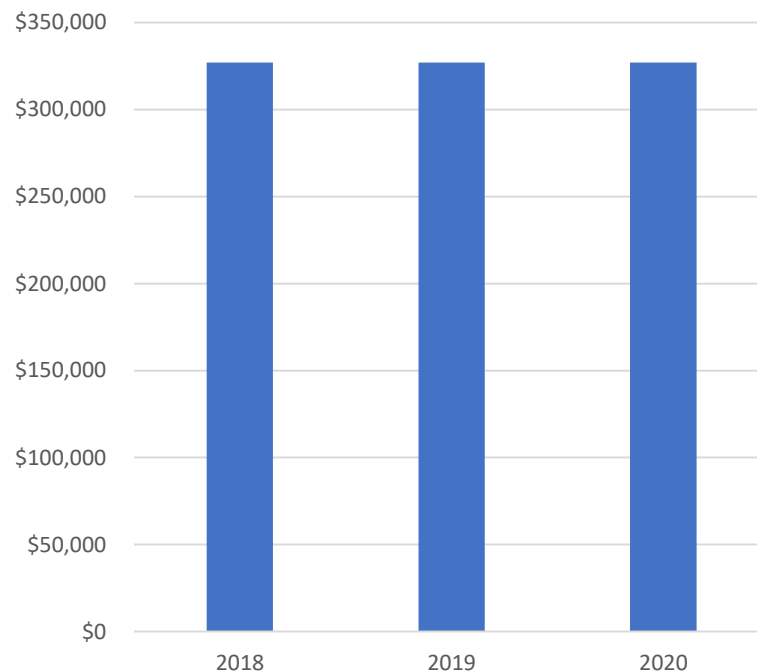
Exemptions to Local Option Sales Tax Matter

Transit Funding Lost Due to Removal of Sales Tax on Food (includes 0.0005 “makeup”)



Note: 2008-2011 not shown for clarity

Fiscal Impact to Transit for SB197S1 Refinery Sales & Use Tax Exemption Amendments (2017 Session)



Summary

- Local option sales taxes: a workhorse for transit since 1974.
- UTA works closely with our stakeholders to program local option sales taxes to meet community needs.
- Peer metropolitan transit agencies: ahead of Utah in funding transit with local option sales tax
- Exemptions to sales taxes hurt transit customers.



Thank you.

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